



Campaign Bulletin

File In Section: Product Campaigns
Bulletin No.: 99041
Date: May, 2000

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99V-193

OFFICE
DEFECTS INVESTIGATION



PRODUCT SAFETY CAMPAIGN

SUBJECT: 99041 - INCORRECT FRONT AXLE STATUS SIGNAL TO EBC4 ABS

MODELS: 1991-1996 CHEVROLET AND GMC 4WD T UTILITIES
1994-1996 CHEVROLET AND GMC 4WD T PICKUP TRUCKS

DUE TO THE AVAILABILITY OF PARTS, THIS CAMPAIGN WILL BE ADMINISTERED IN PHASES. YOU WILL RECEIVE A DEALER LISTING AS PHASES ARE RELEASED.

CONDITION

General Motors has decided that a defect which relates to motor vehicle safety exists in certain 1991-1996 Chevrolet and GMC 4WD T utilities and 1994-1996 Chevrolet and GMC 4WD T pickup trucks. Some of these vehicles exhibit a condition in which a switch that signals the antilock brake system (ABS) module when the vehicle is in four-wheel drive (4WD) may malfunction. The ABS module is designed with two different operating algorithms: one for two-wheel drive (2WD) operation and another for 4WD drive operation. This allows the ABS system to compensate for the braking torque applied to the rear wheels through the drivetrain when the vehicle is in 4WD drive. When the vehicle is in 2WD, a malfunctioning switch may send an incorrect signal to the ABS module. If this occurs during an ABS stop, a somewhat longer stopping distance could result. If this occurred when minimum stopping distance was required, it could result in a vehicle crash.

CORRECTION

Dealers are to install a new transfer case selector switch, wiring harness, and an additional switch to ensure that the ABS receives the 4WD signal only when the drivetrain is in 4WD

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VEHICLES INVOLVED

Involved are certain 1991-1996 Chevrolet and GMC 4WD T utilities and 1994-1996 Chevrolet and GMC 4WD T pickup trucks built within these VIN breakpoints:

YEAR	DIVISION	MODEL	PLANT	FROM	THROUGH
1991	GMC	T Utility	Moraine	M2500005	M2561399
1992	GMC	T Utility	Moraine	N2500001	N2539169
1992	GMC	T Utility	Shreveport	N8500002	N8500002
1992	GMC	T Utility	Pontiac West	N0500002	N0519368
1993	GMC	T Utility	Moraine	P2500002	P2543249
1993	GMC	T Utility	Pontiac West	P0500007	P0528015
1994	GMC	T Utility	Moraine	R2500002	R2527917
1994	GMC	T Utility	Pontiac West	R0500001	R0535325
1995	GMC	T Utility	Moraine	S2500001	S2559899
1995	GMC	T Utility	Linden	SK500001	SK545839
1996	GMC	T Utility	Moraine	T2500001	T2580013
1996	GMC	T Utility	Linden	TK500001	TK532448
1994	GMC	T Pickup	Shreveport	R8500040	R85533971
1994	GMC	T Pickup	Linden	RK500006	RK525917
1995	GMC	T Pickup	Shreveport	S8500003	S8541052
1995	GMC	T Pickup	Linden	SK500022	SK545837
1996	GMC	T Pickup	Shreveport	T8500001	T8536519
1996	GMC	T Pickup	Linden	TK500013	TK531877
1991	Chevrolet	T Utility	Moraine	M2100006	M2325893
1992	Chevrolet	T Utility	Moraine	N2100002	N2226379
1992	Chevrolet	T Utility	Shreveport	N8100004	N8100010
1992	Chevrolet	T Utility	Pontiac West	N0100004	N0161853
1993	Chevrolet	T Utility	Moraine	P2100001	P2218436
1993	Chevrolet	T Utility	Pontiac West	P0100002	P0196997
1994	Chevrolet	T Utility	Moraine	R2100004	R2179415
1994	Chevrolet	T Utility	Pontiac West	R0100001	R0184857
1995	Chevrolet	T Utility	Moraine	S2100001	S2266694
1995	Chevrolet	T Utility	Linden	SK100004	SK263006
1996	Chevrolet	T Utility	Moraine	T2100004	T2318776
1996	Chevrolet	T Utility	Linden	TK100006	TK240985
1994	Chevrolet	T Pickup	Shreveport	R8100011	R8243089
1994	Chevrolet	T Pickup	Linden	RK100001	RK183770
1995	Chevrolet	T Pickup	Shreveport	S8100002	S8266172
1995	Chevrolet	T Pickup	Linden	SK100038	SK262978
1996	Chevrolet	T Pickup	Shreveport	T8100002	T8232042
1996	Chevrolet	T Pickup	Linden	TK100019	TK239494

IMPORTANT: Dealers should confirm vehicle eligibility through **GMVIS** (GM Vehicle Inquiry System) or **GM Access Screen** (Canada only) or **DCS Screen 445** (IPC only) before beginning campaign repairs. [Not all vehicles within the above breakpoints may be involved.]

Involved vehicles have been identified by Vehicle Identification Number. Computer listings containing the complete Vehicle Identification Number, customer name and address data have been prepared, and are being furnished to involved dealers with the campaign bulletin. The

customer name and address data furnished will enable dealers to follow up with customers involved in this campaign. Any dealer not receiving a computer listing with the campaign bulletin has no involved vehicles currently assigned.

These dealer listings may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any other purpose is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this listing to the follow-up necessary to complete this campaign.

PARTS INFORMATION

Parts required to complete this campaign are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/Vehicle
88880028	Switch Kit, Elek Brk Cont Frt Drv Axle Vac (1991-94 Utility)	1
88880029	Switch Kit, Elek Brk Cont Frt Drv Axle Vac (1995-96 Utility, 1994-96 Pickup)	1

SERVICE PROCEDURE**1991-94 T-Utility**

1. Disconnect the negative battery cable.
2. Remove the front lower coolant reservoir attaching bolt.
3. Install the new vacuum switch, bracket, and hose assembly at the front lower coolant reservoir attaching location using the bolt removed in the previous step.

Important: The bracket must be rotated/positioned and held as close to the coolant reservoir as possible during the tightening of the bolt or nut to maintain maximum clearance between the battery and the vacuum switch.

4. Position the vacuum switch, bracket, and hose assembly as shown in Figure 1 and tighten the bolt to 8 Nm (71 lb in).
5. Locate the vacuum hose leading from the front axle vacuum actuator, located under the battery tray, to the vacuum switch mounted on the transfer case. This vacuum hose typically is routed along the right front frame rail rearward up along the wheel well towards the cowl area of the engine compartment. On some vehicles this hose may be covered with a black convoluted protective sleeve.
6. Select a point on the vacuum hose, which was located in the previous step, that will be lower in the vehicle than the new vacuum switch and will not result in the loading or stretching of either the existing or new hoses when they are connected together.

Important: The location where the vacuum line is tapped into must be lower than the vacuum switch to ensure condensation cannot accumulate in the switch, possibly resulting in a switch malfunction.

7. Cut the existing vacuum hose at the point located in the previous step, and connect the ends of the cut vacuum hose to the tee fitting that is part of the new vacuum switch and hose assembly.
8. Connect the new wiring harness to the vacuum switch and ensure the locking feature of the connector is engaged.

Important: Ensure that the new harness is routed and secured in such a manner that it will not come in contact with any moving parts or be exposed to any other conditions that may result in damage to the harness.

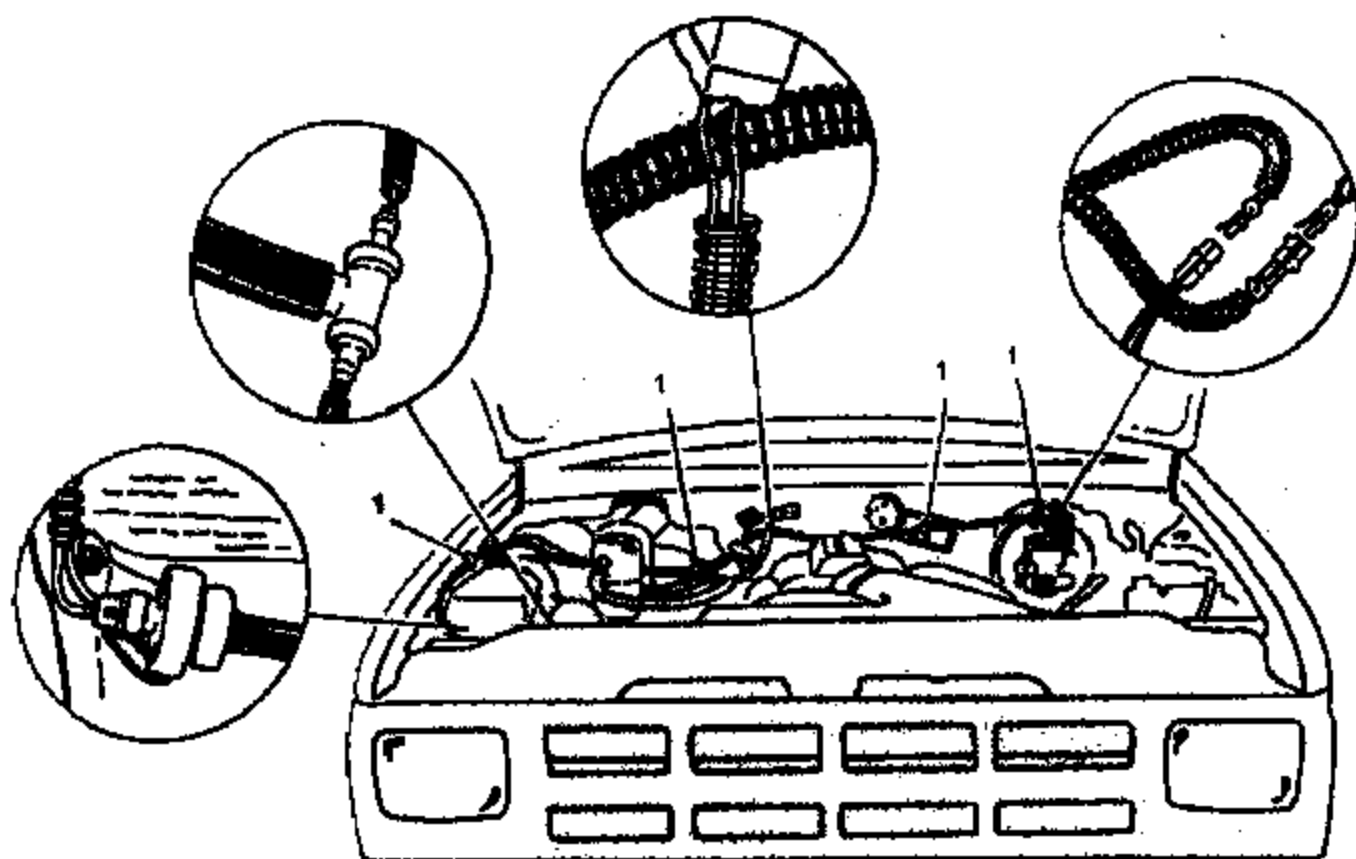
9. Route the new harness as shown in Figure 1 and secure it to the existing underhood components at the locations indicated (1) using the tie straps provided in the kit.
10. Locate and disconnect the existing underhood front axle switch wiring harness connector, located in the area above the brake booster assembly, and jumper in the new wiring harness.
11. Raise the vehicle and suitably support.
12. Locate the transfer case selector switch positioned on top of the transfer case.
13. Remove any foreign material from around the transfer case selector switch or vacuum connector.

Important: Ensure that the O-ring is removed and discarded.

14. Disconnect the vacuum connector, remove and discard the transfer case selector switch and the O-ring.
15. Hand start the new transfer case selector switch and tighten to 24 Nm (18 lb ft).

16. Ensure that the alignment feature of the vacuum harness connector is oriented correctly to engage the alignment post/pin of the transfer case selector switch and connect the harness to the switch.
17. Lower the vehicle and connect the negative battery cable.
18. Install the GM Campaign Identification Label.

Figure 1



1994 T- Pickup

1. Disconnect the negative battery cable.
2. Locate the new vacuum switch, bracket, and hose assembly so that the hole in the bracket aligns with the front inboard nut that is molded into the top of the coolant reservoir as shown in Figure 2.
3. Using the bolt provided in the kit, attach the vacuum switch, bracket, and hose assembly to the coolant reservoir by hand starting the bolt.
4. With the vacuum switch, bracket, and hose assembly positioned as shown in Figure 2, tighten the bolt to 10 Nm (88 lb in).
5. Locate the vacuum hose leading from the front axle vacuum actuator, located under the battery tray, to the vacuum switch mounted on the transfer case. This hose is routed up from the axle vacuum actuator and then rearward towards the cowl area inside the right fender as shown in Figure 2.

6. Select a point on the vacuum hose, which was located in the previous step, that will be **lower in the vehicle than the new vacuum switch and will not result in the loading or stretching of either the existing or new hoses when they are connected together.**

Important: The location where the vacuum line is tapped into must be lower than the vacuum switch to ensure condensation cannot accumulate in the switch, possibly resulting in a switch malfunction.

7. Cut the existing vacuum hose at the point located in the previous step, and connect the ends of the cut vacuum hose to the tee fitting that is a part of the new vacuum switch and hose assembly.
8. Connect the new wiring harness to the vacuum switch and ensure the locking feature of the connector is engaged.

Important: Ensure that the new harness is routed and secured in such a manner that it will not come in contact with any moving parts or be exposed to any other conditions that may result in damage to the harness.

9. Route the harness as shown in Figure 2 and secure the new harness to the existing underhood components at the locations indicated (1) using the tie straps provided in the kits.
10. Disconnect the existing underhood front axle switch wiring harness connector, located in the area of the left front inner wheel well skirt under the brake master cylinder, and jumper in the new wiring harness.

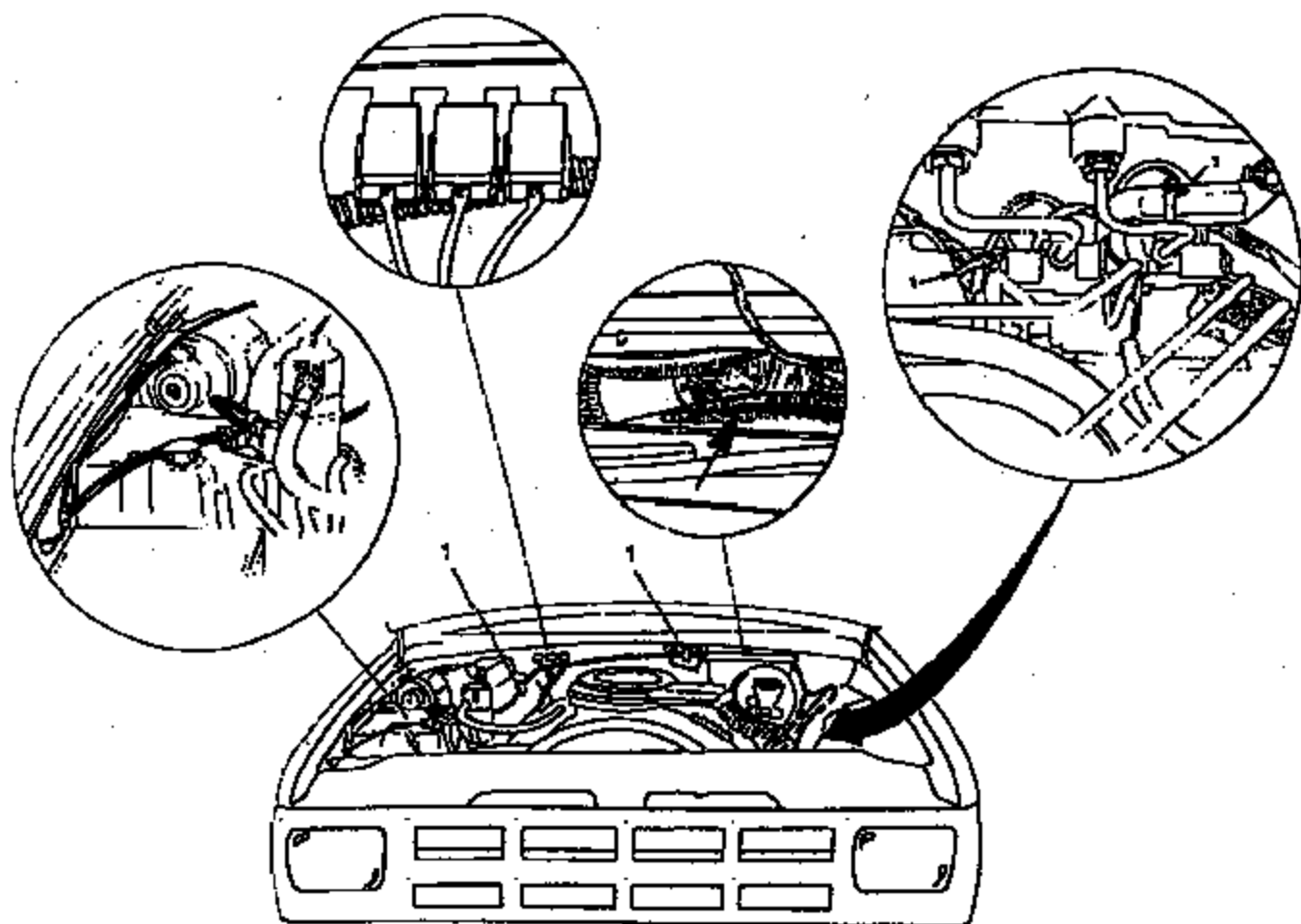
11. Raise the vehicle and suitably support.
12. Locate the transfer case selector switch positioned on top of the transfer case.
13. Remove any foreign material from around the transfer case selector switch or vacuum connector.

Important: Ensure that the O-ring is removed and discarded.

14. Disconnect the vacuum connector, remove and discard the transfer case selector switch and the O-ring.
15. Hand start the new transfer case selector switch and tighten to 24 Nm (18 lb ft).
16. Ensure the alignment feature of the vacuum harness connector is oriented correctly to engage the alignment post/pin of the transfer case selector switch and connect the harness to the switch.

17. Lower the vehicle and connect the negative battery cable.
18. Install the GM Campaign Identification Label.

Figure 2



1995-96 T-Pickup and 1995-96 T-Utility

1. Disconnect the negative battery cable.
2. Remove the front lower coolant reservoir attaching nut and discard.
3. Install the new vacuum switch, bracket, and hose assembly at the front lower coolant reservoir attaching location using the new nut contained in the kit.

Important: The bracket must be rotated/positioned and held as close to the coolant reservoir as possible during the tightening of the nut to maintain maximum clearance between the battery and the vacuum switch.

4. Position the vacuum switch, bracket, and hose assembly as shown in Figure 3 and tighten the nut to 8 Nm (71 lb in).
5. Locate the vacuum hose leading from the front axle vacuum actuator, located under the battery tray, to the vacuum switch mounted on the transfer case. This vacuum hose typically is routed along the right front frame rail rearward up along the wheel well towards the cowl area of the engine compartment. On some vehicles this hose may be covered with a black convoluted protective sleeve.
6. Select a point on the vacuum hose, which was located in the previous step, that will be lower in the vehicle than the new vacuum switch and will not result in the loading or stretching of either the existing or new hoses when they are connected together.

Important: The location where the vacuum line is tapped into must be lower than the vacuum switch to ensure condensation cannot accumulate in the switch, possibly resulting in a switch malfunction.

7. Cut the existing vacuum hose at the point located in the previous step, and connect the ends of the cut vacuum hose to the tee fitting that is part of the new vacuum switch and hose assembly.
8. Connect the new wiring harness to the vacuum switch and ensure the locking feature of the connector is engaged.

Important: Ensure that the new harness is routed and secured in such a manner that it will not come in contact with any moving parts or be exposed to any other conditions that may result in damage to the harness.

9. Route the new harness as shown in Figure 3 and secure it to the existing underhood components at the locations indicated (1) using the tie straps provided in the kit.
10. Locate and disconnect the existing underhood front axle switch wiring harness connector, located in the area of the left front inner wheel well skirt under the brake master cylinder, and jumper in the new wiring harness.

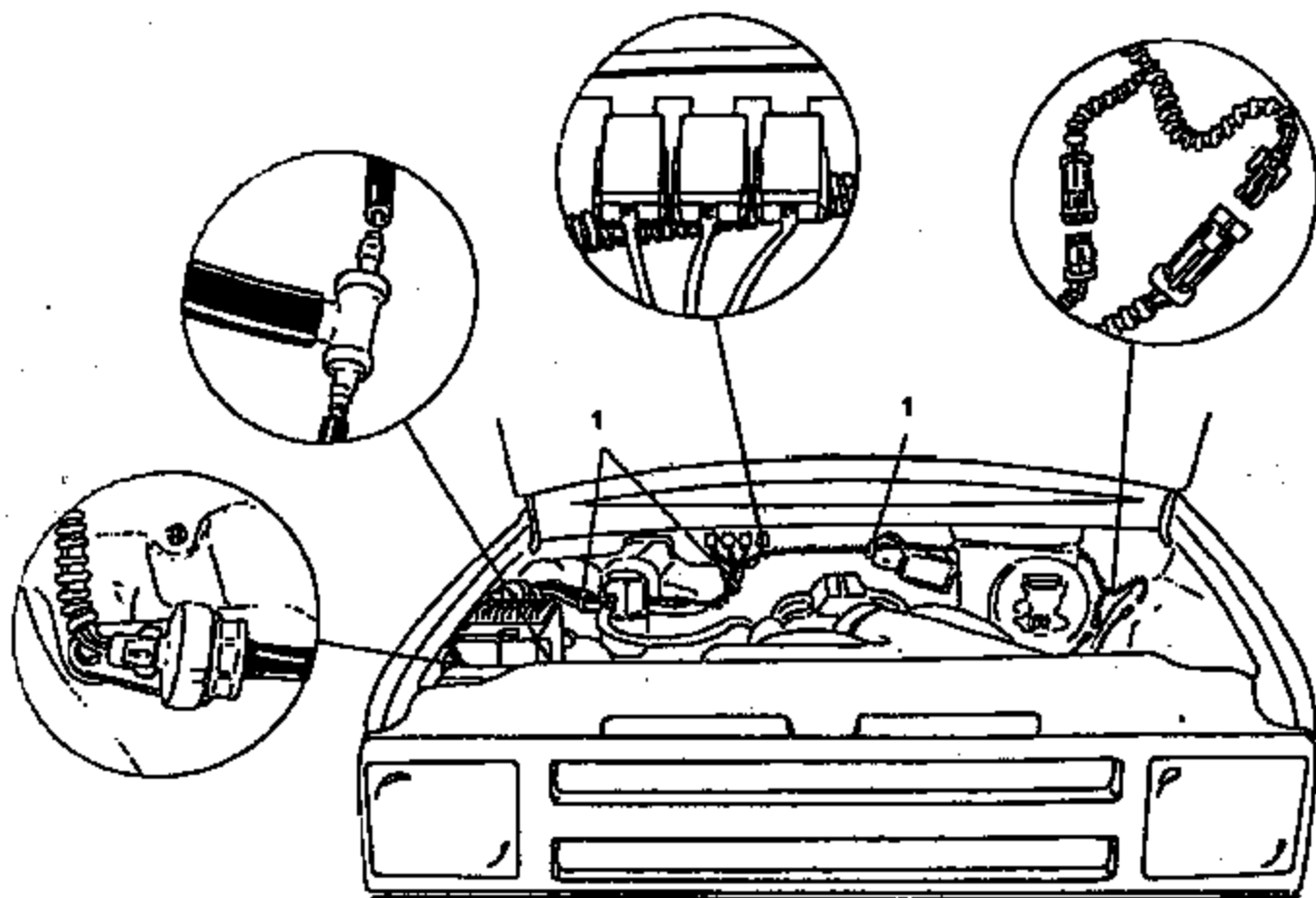
11. Raise the vehicle and suitably support.
12. Locate the transfer case selector switch positioned on top of the transfer case.
13. Remove any foreign material from around the transfer case selector switch or vacuum connector.

Important: Ensure that the O-ring is removed and discarded.

14. Disconnect the vacuum connector, remove and discard the transfer case selector switch and the O-ring.
15. Hand start the new transfer case selector switch and tighten to 24 Nm (18 lb ft).

16. Ensure that the alignment feature of the vacuum harness connector is oriented correctly to engage the alignment post/pin of the transfer case selector switch and connect the harness to the switch.
17. Lower the vehicle and connect the negative battery cable.
18. Install the GM Campaign Identification Label.

Figure 3



CAMPAIGN IDENTIFICATION LABEL – For US and IPC

Place a Campaign Identification Label on each vehicle corrected in accordance with the instructions outlined in this Product Campaign Bulletin. Each label provides a space to include the campaign number and the five (5) digit dealer code of the dealer performing the campaign service. This information may be inserted with a typewriter or a ball point pen.

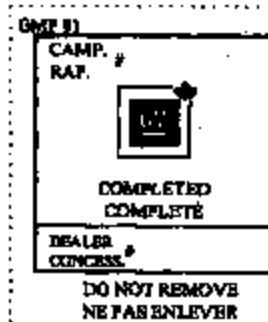
Put the Campaign Identification Label on a clean and dry surface of the radiator core support in an area that will be visible to people servicing the vehicle. When installing the Campaign Identification Label, be sure to pull the tab to allow adhesion of the clear protective covering. Additional Campaign Identification Labels for US dealers can be obtained from Dealer Support Materials by calling 1-888-549-6152 (Monday-Friday, 8:00 a.m. to 5:00 p.m. EST). Ask for Item Number S-1015 when ordering.

Additional Campaign Identification Labels for IPC dealers can be obtained from your Regional Marketing Office

**CAMPAIGN IDENTIFICATION LABEL – For CANADA**

Place a Campaign Identification Label on each vehicle corrected in accordance with the instructions outlined in this Product Campaign Bulletin. Each label provides a space to include the campaign number and the five (5) digit dealer code of the dealer performing the campaign service. This information may be inserted with a typewriter or a ball point pen.

Put the Campaign Identification Label on a clean and dry surface of the radiator core support in an area that will be visible to people servicing the vehicle. Additional Campaign Identification Labels for Canadian dealers can be obtained from DGN by calling 1-800-668-5539 (Monday-Friday, 8:00 a.m. to 5:00 p.m. EST). Ask for Item Number GMP 91 when ordering.



CLAIM INFORMATION

Submit a Product Campaign Claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW.	CC-FC	LABOR OP	* LABOR HOURS
Install New Vacuum Switch, Wiring Harness, & Transfer Case Selector Switch	1	—	**	MA-96	V0358	0.5

* For Campaign Administrative Allowance, add 0.1 hours to the "Labor Hours".

** The "Parts Allowance" should be the sum total of the current GMSPO Dealer Net price plus applicable Mark-Up or Landed Cost Mark-Up (for IPC) for the switch kit needed to complete the repair.

Refer to the General Motors WINS Claims Processing Manual for details on Product Campaign Claim Submission.

CUSTOMER NOTIFICATION – For US and CANADA

Customers will be notified of this campaign on their vehicles by General Motors (see copy of customer letter included with this bulletin).

CUSTOMER NOTIFICATION – For IPC

Letters will be sent to known owners of record located within areas covered by the US National Traffic and Motor Vehicle Safety Act. For owners outside these areas, dealers should notify customers using the attached suggested dealer letter.

DEALER CAMPAIGN RESPONSIBILITY – For US and IPC (US States, Territories, and Possessions)

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall campaign notification letters, customers are told how to contact the US National Highway Traffic Safety Administration if the campaign is not completed within a reasonable time.

DEALER CAMPAIGN RESPONSIBILITY - ALL

All unsold new vehicles in dealers' possession and subject to this campaign must be held and inspected/repaired per the service procedure of this campaign bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this campaign at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. This could be done by mailing to such customers, a copy of the customer letter accompanying this bulletin. Campaign follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this campaign enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the campaign correction has been made before selling or releasing the vehicle.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the tools, equipment, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your dealer/retailer for information on whether your vehicle may benefit from the information.



**We Support
Voluntary Technician
Certification**

99041

(Sample Of Notification Used)

May, 2000

Dear General Motors Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Reason For This Recall: General Motors has decided that a defect which relates to motor vehicle safety exists in certain 1991-1996 4-wheel drive (4WD) Blazers and Jimmys, and 1994-1996 4WD S-10 and Sonoma pickup trucks. Some of these vehicles exhibit a condition in which a switch that signals the antilock brake system (ABS) module when the vehicle is in 4WD may malfunction. The ABS module is designed with two different operating algorithms: one for 2-wheel drive (2WD) operation and another for 4WD drive operation. This allows the ABS system to compensate for the braking torque applied to the rear wheels through the drivetrain when the vehicle is in 4WD drive. When the vehicle is in 2WD, a malfunctioning switch may send an incorrect signal to the ABS module. If this occurs during an ABS stop, a somewhat longer stopping distance could result. If this occurred when minimum stopping distance was required, it could result in a vehicle crash.

What Will Be Done: Your dealer will install a new transfer case selector switch, wiring harness, and an additional switch to ensure that the ABS receives the 4WD signal only when the drivetrain is in 4WD. This service will be performed for you at no charge.

How Long Will The Repair Take? The length of time required to perform this service correction is approximately 30 minutes. Additional time may be required to schedule and process your vehicle. If your dealer has a large number of vehicles awaiting service, this additional time may be significant. Please ask your dealer if you wish to know how much additional time will be needed to schedule, process and repair your vehicle.

Contacting Your Dealer: Please contact your Chevrolet/GMC dealer as soon as possible to arrange a service date. Parts are available and instructions for making this correction have been sent to your dealer. Your Chevrolet/GMC dealer is best equipped to obtain parts and provide services to correct your vehicle as promptly as possible. Should your dealer be unable to schedule a service date within a reasonable time, you should contact the appropriate Customer Assistance Center at the listed number below:

Division	Number	Deaf, Hearing Impaired or Speech Impaired *
Chevrolet	1-800-222-1020	1-800-833-2438
GMC	1-800-462-8782	1-800-462-8583

* Utilizes Telecommunication Devices for the Deaf/Text Telephones (TDD/TTY)

If, after contacting the appropriate Customer Assistance Center, you are still not satisfied that we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 or call 1-800-424-9393 (Washington, DC residents use 202-366-0123).

Customer Reply Card: The attached customer reply card identifies your vehicle. Presentation of this card to your dealer will assist in making the necessary correction in the shortest possible time. If you no longer own this vehicle, please let us know by completing the attached and mailing it in the postage paid envelope.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

Chevrolet/Pontiac-GMC Division
General Motors Corporation

Enclosure

GENERAL MOTORS OVERSEAS DISTRIBUTION CORPORATION

General Motors Building
3044 W. Grand Blvd.
Detroit, Michigan 48202

CABLE ADDRESS
"GMOCDM" DETROIT
TELEX NUMBERS
425643

May 2000

Dear General Motors Customer:

General Motors has decided that a defect which relates to motor vehicle safety exists in certain 1991-1996 4-wheel drive (4WD) Blazers and Jimmys, and 1994-1996 4WD S-10 and Sonoma pickup trucks. Some of these vehicles exhibit a condition in which a switch that signals the antilock brake system (ABS) module when the vehicle is in 4WD may malfunction. The ABS module is designed with two different operating algorithms: one for two-wheel drive (2WD) operation and another for 4WD drive operation. This allows the ABS system to compensate for the braking torque applied to the rear wheels through the drivetrain when the vehicle is in 4WD drive. When the vehicle is in 2WD, a malfunctioning switch may send an incorrect signal to the ABS module. If this occurs during an ABS stop, a somewhat longer stopping distance could result. If this occurred when minimum stopping distance was required, it could result in a vehicle crash.

Your dealer will install a new transfer case selector switch, wiring harness, and an additional switch to ensure that the ABS receives the 4WD signal only when the drivetrain is in 4WD. This service will be performed for you at no charge.

Please contact your GM dealer as soon as possible to arrange a service date.

The card included with this letter identifies your vehicle. Presentation of this card to your dealer will assist their Service personnel in completing the necessary correction to your vehicle in the shortest possible time.

Your General Motors dealer is best equipped to obtain parts and provide service to ensure your vehicle is corrected as promptly as possible. However, if you take your vehicle to your dealer on the agreed service date and they do not remedy this condition on that date or within five days, we recommend you contact the GMODC Customer Assistance Center by telephone (905) 644-4112. They will assist you and the dealer through our local GMODC office in getting your vehicle corrected.

After contacting your dealer and the Customer Assistance Center, if you are still not satisfied we have done our best to remedy this condition without charge within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 or call 1-800-424-9393.

We sincerely regret any inconvenience this causes you; however, we have taken this action in the interest of your continued satisfaction with our products.

GMODC
General Motors Corporation
99041
/il
Encl.

(SUGGESTED DEALER LETTER)

General Motors has decided that a defect which relates to motor vehicle safety exists in certain 1991-1996 4-wheel drive (4WD) Blazers and Jimmys, and 1994-1996 4WD S-10 and Sonoma pickup trucks. Some of these vehicles exhibit a condition in which a switch that signals the antilock brake system (ABS) module when the vehicle is in 4WD may malfunction. The ABS module is designed with two different operating algorithms: one for two-wheel drive (2WD) operation and another for 4WD drive operation. This allows the ABS system to compensate for the braking torque applied to the rear wheels through the drivetrain when the vehicle is in 4WD drive. When the vehicle is in 2WD, a malfunctioning switch may send an incorrect signal to the ABS module. If this occurs during an ABS stop, a somewhat longer stopping distance could result. If this occurred when minimum stopping distance was required, it could result in a vehicle crash.

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Please contact us as soon as possible to arrange a service date.

We sincerely regret any inconvenience this causes you; however, we have taken this action in the interest of your continued satisfaction with our products.

GMODC
General Motors Corporation

99041

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